THE DAILY UNION will be published every morning. (Mon ye excepted,) and delivered to city subscribers at 122; couts pe cel, payable to the collector. To subscribers by mail, at 66 pe or a; 15 for six months. Officers of the government, not payin advance will be charged 15 per annum.

THE SEMI-WEEKLY UNION, will be publish

PERIODICAL RETURN OF COMETS, AND THEIR | the earth for the purpose of vision, but rays or emana

The periods of comets in their revolutions around the sun exhibit a wide diversity. Encke's comet, which has the shortest known period, completes its revolution in 1,208 days, or about 3' years; and it is remarkable that each period is two days longer than the preceding. The comet of 1811 is estimated to have a period of no less than 2 383 years.

ceed from those invisible irradiations. The largest panets, Jupiter and Saturn, and those which are nearest to us, as Venus and Mars, may likewise produce certain effects on our globe, both in virtue of their attractive power and of the peculiar nature of the reflected rays they transmit to the region we occapy. We cannot, therefore, but conclude that comets may exert a peculiar influence on our terrestrial system in addition to that of the other celestial bedies, and different from it, particularly those whose bulk and masses are considerable, and which approach nearest to the earth.

9 This subject is worthy of some attention; and perhaps future observers, by more accurate observations than have hitherto been made, may throw some light on an influence which, on the one hand, has been perhaps too rashly set aside, and, on the other, carried to a pitch of extravagance beyond the line of sober reason and observation."

The celebrated astronomer, M. Arago, although he rejects the idea of comets being the cause of most calamitous events, yet admits that "not only cometary Biela's comet has been seen many times, and its orbit accurately calculated; its time of revolution is about sty years and eight months. But the most celebrated is that chown as Halley's comet, whose period of revolution is about seventy-five or six years. Antecedently to the fif-teenth century we possess no other evidence of the iden-tity of these bodies except the record of their appearance at the times at which we know, from their ascertained periods, they ought to have appeared. Adopting this test of identity, we have the appearance of Halley's comet in the year 323, and again in 399, when it was described as a comet of prodigious mag-The next recorded appearance of a comet with the ascertained period marks the taking of agreeing with the year 550. After completing five revolutions, it was again seen in 930; and it again appeared in 1905, on its next return. Three revolutions uld now seem to have passed unrecorded, when the comet makes its appearance once more in the year 1230. Its next visit was in 1305, when a comet is recorded of remarkable appearance; and it was again seen in 1380. We now arrive at the first appearance at which observa-tions were taken, possessing sufficient accuracy to enable subsequent investigators to determine the path of the comet; and this is accordingly the first comet the identity of which with the comet of Halley can be raid to be conclusively established. In the year 1456 a comet is stated to have appeared of "unheard-of magnitude;" it was accompanied by a tail which extended over sixty degrees, or one third of the visible heavens, and contiqued to be seen through the whole month of June. It was regarded by many as the celestial indication of the rapid success of Mahmoud the Second, who had taken Constantinople and struck terror into the whole Christian world. Pope Calixtus III levelled the thunders of the church against the enemies of his faith, terrestrial and celestial, and in the same bull exorcised the Turks and the comet; and in order that the memory of this manifestation of his power should be forever preserved, he or-dained that the bells of all the churches should be rang at mid-day a custom which is preserved in those countries to our times. It must be acknowledged, however, that, notwithstanding the terrors of the church, the come pursued its course without any deviation, and gradually disappeared in the distance, returning with its accustomed regularity in the year 1531, when it was carefully obser ved by Pierre Appian. These observations were suffi-ciently exact to enable Halley to identify this comet, beyond the shadow of a doubt, with that observed by himon the 16th of September, at the request of Mr. Clemens, I delivered to Mr. O. J. Wise a challenge, which was accepted, and for arrangements I was referred to Mr. T. P. Chisman. The challenge was based upon an editorial in the Enquirer, which Mr. Clemens regarded as a deliberate insult. By arrangement, the parties were to meet at or near sunrise at the Fairfield race course, on Friday, the 17th, and both parties had the liberty of selecting one outside friend in addition to a surgeon. Before the hour fixed the parties were on the field. Mr. Pryor was requested by Mr. Clemens to go with him, and consented to do so, with the understanding that he would have no connection with the matter whatever, and that he might be useful in the event of Mr. Clemens being wounded, or to effect an accommodation. Mr. George Ritch also was upon the field as the outside friend of Mr. Wise, accompanied by Dr. — as surgeon. Dr. — was the surgeon of Mr. Clemens. As soon as convenient, and without any propositions of amicable adjustment by the friends of either party, the distance (ten paces) was measured by the second, and the pistols loaded. Before rehearsing the word as to be given, the principals were brought together, each exchanging the ordinary salutations. They were then put in position, and weapons handed them. Mr. Irving, who had won the word, then gave it in the usual manner, whereupon both principals fired deliberately, but without effect.

Mr. Pryor then came forward, and remarking that both gentlemen had vindicated their honor, asked if the affair self in 1682. In the mean time, it had been seen on its return in 1606 and 1607 by the celebrated Kepler. In 1682 practical astronomy had made considerable advances, and this comet was carefully observed at Paris, Dantzic, Padua, and in England. Shortly after this, Halley undertook to make a table of those comets which had appeared previous to his day, with a view to discover whether any, and which of them, appeared to follow the same path. Antecedently to the year 1700, 425 of these bodies had been recorded in history; but those which had nitted to any observations by which their paths could be ascertained with a sufficient degree of precision to identify them with those of other comets. Subsequently to the year 1300, however, Halley found twenty-four comets on which observations had been made and recorded, with a degree of precision sufficient to enable him to calculate the actual paths which these bodies followed while they were visible. On comparing their paths, he found that the paths of the comets of 1531 and 1606 were very nearly identical, and that they were in fact the same as the path followed by the comet observed by himself in 1682. He therefore was the first to announce the identity of these several comets, and predicted the reappearance of this celestial visitor in 1758 or 1759. As this period approached, all the astronomers of the civilized world were on the alert, and were gratified by the fulfilment of the prediction, the comet being first seen on the night o Christmas day, 1758. It remained visible for several months, passing its perihelion on the 13th of March, 1759. The orbit of this comet had now been calculated with such accuracy that its return to its perihelion was oiseau fixed on the 4th of the month as the day, and M. Pontecoulant on the 7th; and it actually

One of the most remarkable comets which have appeared in modern times is that which made its appearance towards the close of the year 1680, and which was particularly observed by most of the astronomers of Europe. This comet was remarkable for its very near approach to the sun. At its perihelion it was not above one-sixth part of the sun's diameter from its surface, and its velocty, according to Sir Isaac Newton, was 880,000 miles an hour. At its aphelion it is seven times the distance of Uranus from the sun. 'The period of this comet is supposed to be about 575 years. It is conjectured that it is the same that was seen in the forty-fourth year before Carist, in which year Julius Cæsar was murdered, and was subsequently seen in the year 531, during the consulate of Lampadius and Orestes, and which appeared in 1106, during the reign of Henry I. This being the case, its next return may be expected about the year 2255.

arrived at that point only a few days afterwards-namely, on the 16th of November. On this occasion its tail was

about thirty degrees in length. The next appearance of

this comet will be in the year 1911. At its perihelion it comes within fifty-seven millions of miles of the sun, and at its aphelion it is sixty times that distance.

As thousands are now nightly watching the comet which is visible in the northwest, and which is constantly increasing in splendor and magnitude, it may be well to devote a few moments to an inquiry whether the popular sentiment be well founded, of regarding comets as prognosticators of remarkable events. For thousan years it has been believed by many that comets were the precursors of wars, famine, or pestilence. While popular superstition may have exceeded the truth in this respect, it would be arrogant to declare that such a belief was entirely without foundation. In reference to this point, Dr. Dick, an able and sensible writer, says :

"Although I do not admit the conclusions and the cometary influences to which I have alluded, I am far from asserting that comets have no influence whatever over our globe or its surrounding atmosphere. The universe is one great whole, and all its parts, however remote, must be a support to the control of on the fourth fire Mr. Clemens was snot intogenthingh, and fell.

Such are the facts, which I am confident no friend of either party will contradict. The public can decide upon whom rests the responsibility of the continued prosecution of the affair to so serious a result. Whatever the consequences, I feel the consciousness of having done overything that a gentleman could do to accommodate the matter.

Respectfully.

C. IRVING. calculation; and therefore comets which sometimes approach pretty near the earth, may produce a certain sensible as to be beyond the limits of the nicest calculation; and therefore comets which sometimes approach pretty near the earth, may produce a certain sensible effect upon our globe, particularly should a portion of their immense tails sweep along the higher regions of our atmosphere. We know that certain celestial bodies produce a powerful influence on our globe. The moon, in conjunction with the solar influence, rules the ocean, and perpetuates the regular returns of ebb and flow. Its light not only cheers our winter nights, but produces a variety of other influences, both on the human constitution, the atmosphere, and on the productions of the earth; and there may be many effects produced by its agency with which we are as yet unacquainted. The sun not only diffuses light over every region of

The Washington Anion.

VOL. XIV. NO. 142.

amitous events, yet admits that "not only cometary matter may fall into our atmosphere, but that this phe-

omenon is of a nature to occur frequently, and may

possibly produce those epidemic diseases which have been attributed to it." Sir Isaac Newton also admitted the

nfluence of comets. The idea that a comet may strike

the earth, we believe, has been rejected by modern as-

ournalists predicted the destruction of the earth by a

comet, and great alarm was caused in consequence ; but

ACCOUNT OF THE RICHMOND DUEL BY ONE OF THE SECONDS.

(From the Richmond South, Sept. 27.)

The communication below was prepared according to date, the day after the meeting between Messrs. Wise and Clemens. It was, however, withheld for reasons satisfactory to myself. I now request its insertion.

I deem it unnecessary to make any addition or comments, as I do not think any can doubt the justification.

of Mr. Clemens in sending the challenge. The justifica-tion for his subsequent course, as that of myself, must be decided upon according to the facts as here submitted.

Having heard various rumors with reference to the difficulty between the Hon. Sherrard Clemens and O. Jennings Wise, esq., and conceding the justice of criticism upon the seconds in allowing the exchange of our shots, in the absence of a knowledge of facts, I deem it but proper to give the public those facts, and to allow them to decide upon whom rests the responsibility of the result.

On the 16th of September, at the request of Mr. Clem-

gave it in the usual manner, whereupon both principals fred deliberately, but without effect.

Mr. Pryor then came forward, and remarking that both gentlemen had vindicated their honor, asked if the affair could not be settled without proceeding further. Mr. Irving replied that he desired an adjustment if consistent with the honor of Mr. Clemens, and, as evidence of that feeling, he withdrew the chellenge for the time. Mr. Chisman asked to see Mr. Wise, and returned with the carly form Mr. Wise, that if the challenge was with

Accordingly they were withdrawn by their respective

lenge was renewed.

The fourth fire being inevitable at this stage, Mr. Pryor stated in the presence of the other party that the affair had goue far enough, and that he would not farther coun-

e the matter by his presence, and retired from the

On the fourth fire Mr. Clemens was shot through the

attach to such publication.

RICHMOND, 18th September, 1858.

such fears are utterly without foundation.

Very respectfully,

iomers, without exception. In 1832 some German

WASHINGTON CITY, WEDNESDAY, SEPTEMBER 29, 1858.

TWO CENTS.

THE LOSS OF THE AUSTRIA. FURTHER PARTICULARS.

the earth for the purpose of vision, but rays or emana-tions invisible to our sight proceed from his body, which promote evaporation, the growth of vegetables, and the various degrees of temperature which pre-vail throughout the globe. These emanations are like-wise found to produce certain chemical effects, to dissolve certain combinations of oxygen, and to give polarity to the magnetic needle; and many other effects of which we are ignorant may afterwards be found to pro-ceed from those invisible irradiations. The largest plan-ets, Jupiter and Saturn, and those which are nearest to us, as Venus and Mars, may likewise produce certain ef-STATEMENT OF MR. CHARLES BREW. The subjoined is the statement of the burning of the Austria made by Mr. Charles Brew, an English pas-

Austria made by Mr. Charles Brew, an English passenger:

I took passage at Southampton on the 4th, in the steamship Austria, Capt. Heydtmann, which left Hamburg on the 2d. We sailed at 5, p. m., the evening being a little insity: we, in consequence, anchored between the Isle of Wight and the main land; salled again at 4 o'clock on the following morning. In weighing anchor an unfortunate accident occurred by which one of the crew lost his life; owing to some mismanagement the anchor ran out, wbirling the capstan round with terrific force, burling the men in all directions; two were severely injured, and one thrown overboard; he was supposed to have been instantly killed, as he never rose to the surface. From the time the ship was laid on her course we experienced strong westerly winds. On the 12th the weather was more favorable, and on the 13th a speed of eleven knots had been attained, and all were in high hopes of reaching New York by the 18th.

At a little after 2 o'clock, p. m., I was on the quarter deck; I saw a dense volume of smoke burst from the after entrance of the steerage. Some women ran attexclaiming, "the ship is on fire! what will become of us?" The ship was instantly put at half speed, at which she continued until the magazine exploded, from which I infer the engineers were instantly suffocated. I only walked from where I was on the quarter deck to the waist of the ship, when I saw the flame breaking through the lights amidships. As the ship was head to the wind the

walked from where I was on the quarter deck to the waist of the ship, when I saw the flame breaking through the lights amidships. As the ship was head to the wind the fire travelled with fearful rapidity.

I then went to the man at the wheel, and told him to put the vessel with her side to the wind. He hesitated—probably did not understand me, as he was a native of Hamburg. I then got a German gentleman to speak to him. At this time I saw some persons letting down the boat on the port side of the quarter deck. What became of the boat I don't know, but I think she was crushed under the screw. I then went to get a boat over from under the screw. I then went to get a beat over from the starboard side of the quarter deck, but the moment we laid our hands on the ropes there were so many peo-ple who crowded into it that we could not lift it off the we laid our hands on the ropes there were so many peo-ple who crowded into it that we could not lift it off the blocks. We therefore left it for a few minutes until the people got out, when we returned and launched it over the side of the shlp, when, the people all rushing into it again, it descended with great violence into the water and was immediately swamped, all the people being washed out except three, who held on to the sides. We then let down a rope and pulled up one person, who proved to be the steward. Another, in the act of being hauled up, was strangled by the rope.

The fire now came on too fiercely to attempt to get up any more from the swamped boat. All the first cabin

The fire now came on too fiercely to attempt to get up any more from the swamped boat. All the first cabin passengers were on the poop, with the exception of a few gentlemen, who must have been smothered in the smoking room. Many of the second cabin passengers were also on the poop, but a number of them got shut into their cabin by the fire. Some of them were pulled up through the ventilator, but the greater number could not be extricated. The last woman who was drawn up said there were six already suffocated. We now perceived that the ship had got her head to the wind again, so that the flames came over the quarter deck. In consequence of the crowd I could not get to the wheelhouse to ascertain the reason, but I was informed that the helmsman had deserted his nost, and that the vessel, being left to herself,

deserted his post, and that the vessel, being left to herself, headed to the wind of her own accord.

At this time the scene on the quarter deck was indescribable and truly heart-rending. Passengers were rushing frantically to and fro—husbands seeking their wives, wives in search of their husbands, relatives looking after relatives wethers teaching the loss of their shillers. wives in search of their husbands, relatives looking after relatives, mothers lamenting the loss of their children, some wholly paralyzed by fear, others madly crying to be saved, but few perfectly calm and collected. The flames pressed so closely upon them that many jumped into the sea—relatives, clasped in each other's arms, leaped over and met a watery grave. Two girls, supposed to be sisters, jumped over and sunk kissing each other. A missionary and wife leaped into the sea together, and the stewardess and assistant steward, arm in arm, followed. One Hungarian gentleman, with seven fine children, four of them girls, made his wife jump in, then blessed his six eldest children, made them jump in one after the other, and followed them with the infant in his own arms.

holding on by the davits, leaning out to avoid the flames, which were leaping towards me. I saw a swamped boat under me, spinning by a rope still attached to the ship; as the oars were tied in her, I thought if I could get to her I would be enabled to save myself and some others. I let myself down, passing over a man who was clinging to it, but who refused to come with me. I took out a pen-knife to cut the tackle; the large blade broke, and I severed it with a small blade. The ship passed ahead.
As the screw approached, I found the boat drawn towards
it. I tried to keep the boat off, but the screw caught Chisman asked to see Mr. Wise, and returned with the reply from Mr. Wise, that if the challenge was withdrawn, and Mr. Clemens satisfied it was all right, they would leave the field, but, if withdrawn for explanation, Mr. Wise declined all explanations of his article, as he honestly believed every word of it. Mr. Irving then said that as explanations were refused, Mr. Clemens had said that as explanations were refused, Mr. Clemens had said that as explanations were refused, Mr. Clemens had been knocked out by the screw. The said that as explanations were refused, Mr. Clemens had been knocked out by the screw. The said that as explanations were refused, Mr. Clemens had been knocked out by the screw. The laths nailed together as a sheathing for the sides.

When I looked around the ship was a quarter of a mile

Mr. Wise declined all explanations of his article, as he honestly believed every word of it. Mr. Irving then said that as explanations were refused, Mr. Clemens had no honorable option but to demand another fire, and the seconds proceeded to load.

After the second fire without effect, Mr. Irving again withdrew the challenge, and proposed to refer the whole matter to the friends of the parties upon the field, and announced his entire readiness to abide their decision. This proposition was understood to meet the approval of both Mr. Ritchie, the outside friend of Mr. Wise, as also of his surgeon. If was, however, rejected by Mr. Wise. When I looked around the ship was a quarter of a mile away from me. I could see the ladies and gentlemen jumping off the peop into the water in twos and threes, some of the ladies in flames. Several hesitated to leap from the burning ship until the last moment, as the height was twenty feet, and were only at length compelled to throw themselves off to avoid a more painfal death.

both Mr. Ritchie, the outside friend of Mr. Wise, as also of his surgeon. It was, however, rejected by Mr. Wise. Still desirous of adjusting the matter, and, from that feeling, disregarding punctile, Mr. Irving requested Mr. Ritchie to ask Mr. Wise if no accommodation was possible. Mr. Ritchie returned, after conversing with Mr Wise, and stated that there was none.

Mr. Irving then demanded the third fire, which was also without effect. Mr. Pryor then proposed the following terms of accommodation, which were read to Mr Wise, who remarked, in reply, that it was a matter for the seconds to decide. Mr. Chisman, the second of Mr. Wise, then declined to sign the paper. Here is the statement as drawn up by Mr. Pryor:

Messrs Wise and Clemens having met and exchanged shots three times, in our opinion their honor is entirely vindicated, and we insist that they be withdrawn from the field by their seconds.

Accordingly they were withdrawn by their respective death.

In half an hour not a soul was to be seen on the poop. In half an hour not a soul was to be seen on the poop. I pulled after the ship and picked up a German, who was swimming strongly. I got him beside me on the boat, and we paddled after the ship with the laths. I now saw a vessel under sail approaching. She reached the steamer at about 5, p. m. We continued paddling toward them, and about 7½ o'clock, after being five hours in the water, got within half of the sailing vessel, which put off a boat and took us on board. She proved to be the French barque Maurice, Captain Ernest Renaud, of Nantes, bound from Newfoundland for the Isle of Bourbon, with fish. She had, up to that time, rescued forty passengers bound from Newfoundland for the Isle of Bourbon, with fish. She had, up to that time, rescued forty passengers of the burning steamer, chiefly taken off the bowsprit, though a few were picked up floating around. At about 8 o'clock, one of the metallic boats came up, with about twenty-three persons, including the second and third offi-cers. Afterwards three or four men were picked up float-ing on a piece of the broken boat. The second officer accordingly they were withurawn by their respective seconds.

This proposition was understood to have received the concurrence of both Mr. Wise's surgeon and Mr. Ritchie. After its rejection Mr. Irving stated to Mr. Chisman that he withdrew Mr. Clemens from the field, and would appeal to the public: and that in so doing he intended no reflection upon him, but, as a matter of course, would be willing to assume such responsibilities to others as might attach to such publication. ing on a piece of the broken boat. The second officer was taken up, having been swimming, with nothing to float him, for six hours. The second and third officers were severely burnt; one male passenger was burnt frightfully, and some other male passengers slightly. There were but six women saved, three of whom were burnt—one in a shocking manner. Captain Renaud acted with the utmost kindness. He gave clothes as far as he could furnish them to the suffering research and attach to such publication.

The parties were preparing to leave the field when Mr. Clemens, hearing the facts from his surgeon, and with the belief that the result of such publication would involve Mr. Irving in collision with Mr. Wise, came forward and protested against his withdrawal under such circumstances, and appealed to Mr. Irving to continue his services. After some conversation with Mr. Clemens, Mr. Irving agreed to continue as his friend, and the challenge was renewed.

burnt—one in a shocking manner. Captain Renaud acted with the utnost kindness. He gave clothes as far as he could furnish them to the suffering passengers, and acted as nurse, doctor, and surgeon to the burnt people, dressing the wounds of the females with a delicacy and tenderness that exhibited a benevolent and amiable disposition. I did not see an officer of the ship during the fire, and am certain there was not one of them or the crew on the poop, except the man at the wheel for a short time. I understood that when the captain heard of the fire, he rushed on deck without a cap, and when he saw the flames exclaimed, "we are all lost!"

He tried to get out a boat, which, when let down, was swamped, and he, whether accidentally or not I do not know, fell into the sea, and was soon left far behind. The fourth officer was in this boat. He cut her loose from the davits; she was carried under the screw and smashed, and several in her drowned. Three or four men escaped on a fragment, and were picked up by the Maurice as before stated. About the same time one metallic life boat was let down from the port bow and swamped, but got cleared away with about thirty-three persons in her, including the first and third officers and seven women. The nen in this boat capsized her two or three times in trying to clear her of water. Ten persons were thus drowned, including some women. They afterwards bailed her out with life-preservers cut in two, and pulled to the Maurice, having picked up two or three passengers before reaching the barque. Altogether there were sixty-seven souls taken into the Maurice during the night.

The fire is known to have arisen from very culpable negligence of some of the crew. The captain and sur-

seven souls taken into the Maurice during the night.

The fire is known to have arisen from very culpable negligonee of some of the crew. The captain and surgeon considered it expedient to funigate the steerage with burning tar. The operation was to be performed by the beatswain, under the superintendence of the fourth officer. The boatswain heated the end of a

chain to dip in tar, to produce smoke. The end became too hot to hold, and he let it drop upon the deck, to which it set fire. The tar upset, and immediately all was in flames. A feeble attempt was made to extinguish it, but without effect. There was nothing at hand to meet such an emergency. The rescued passengers saved nothing but the clothes on their backs, and even the greater eart of these were their backs, and otherwise lost. greater part of these were torn off and otherwise lost Six hundred souls were supposed to be on board, inclu-ding many women and children.

MR. GLAUBENSKLEE'S STATEMENT.

At about quarter past two, p. m., September 13th, being in my stateroom, I heard the cry of "fire." Hastening on deck, saw the flames breaking out through the middle deck. The captain was trying to get the people out of the second boat on the port side, to have it lowered; I hastened to the foredeck to keep the people from the boat. After a few minutes I turned around to go to the quarter deck, but could not get through the fire. I remained on the forecastle, the ship all this time going onward against the wind.

the quarter deck, but could not get through the fire. I remained on the forecastle, the ship all this time going onward against the wind.

With the assistance of a sailor I cut down the jibsails, to throw them into the water to aid us in checking the progress of the fire; but the people on deck did not understand our intention, and merely threw them into the water. I tried to discover something with which to save the passengers, but nothing was to be found. The spars had been thrown overboard, and the buckets, being near the pipe, were all on fire. In about half an hour the foremant fell, and shortly after the mainmast, and about the same time the engine appeared to stop. The foremost fell, and shortly after the mainmost, and at about the same time the engine appeared to stop. The ship, which thus far had been heading west, gradually turned to the north, and finally to the northeast. Soon after the boiler seemed to collapse, and ten minutes after the magazine exploded. By the burning of the ship, the flames and smoke drove to the forecastle. The suffering

then became intense.

Our only hope now being in two vessels in the distance—one of which, afterwards proved to be the Maurice, approached us slowly; the other, further off, steer-

rice, approached as slowly; the other, further off, steering west, took ne notice of us, although she was signalled to do so by the captain of the Maurice.

Having taken my stand on the chains on the starboard side, I gradually advanced forward to make room for others. At about five o'clock the Maurice sent off a boat, and, as soon as it came near, I jumped into the water and reached it. Seven others were taken in, and the boat returned to the barque. Two boats belonging to the barque continued to ply to and from the steamer, picking up all they could until the darkness male it im-possible to find more of the sufferers. Soon after sunset possible to find more of the sufferers. Soon after sunset the first officer and about a dozen others came to the barque, having saved themselves in a life-boat. Later some Swedish sailors came in part of a boat, and Mr. Brew and a German in part of another boat.

[From the New York Journal of Commerce.] Austria was a fine steamer of 1,662 tons register

The Austria was a fine steamer of 1,662 tons register, built at Greenock last year, and was owned by the Hamburg American Packet Company. Her hull was of frou, and divided into eight water-tight compartments. The Austria was on her third voyage to this port. Her first appearance here was on the 18th of May last, and her next on the 17th of July.

The Handel Zeitung describes the Austria as "an iron propeller, built after the Clyde model, in 1857, by J. Caird & Co., of Greenock, rating A 1, 2,500 tons register, (or, deducting displacement by machinery, &c., 1,662 tons,) propelled by direct-acting engines of 400 horse power. Her length over all, 347 feet; keel, 308 feet; breadth of beam, 40 feet; and depth of hold, 35 feet with tons,) propelled by direct-acting engines of 400 horse power. Her length over all, 347 feet; keel, 308 feet; breadth of beam, 40 feet; and depth of hold, 38 feet with bunkers for 1,000 tons of coal. Barque rigged, with sufficient spread of cauvas to enable her to reach port in case of an accident to her machinery. Her bowsprit and jibboom protrude some 25 feet beyond her bow. The engine and boilers lay some 20 feet below deck, and are surrounded by sheet iron, so as to confine fire commencing in the furnace room to its nlace of origin. Ten waterin the furnace room to its place of origin. Ten water-tight compartments protect her in a great measure against danger from leak."

The cargo of the Austria included semething over

16,000 feet measurement—a little above 400 tors. The low rates of freight at Havre and Southampton, owing to the competition between the Vanderbilt and Persia, prevented many shipments thence, so that there were few silk goods, the fabrics on board being chiefly woollens and worsteds. The whole list of earnings by freight and pas-sengers taken at the last-named port footed up less than £400. There were some furs on board, and a few linens; the total value of the cargo may be estimated at \$500,-000. Of this amount, probably one-fourth is not insured at all, and the remainder, it is fair to infer, is about equally divided between our own and foreign companies, although the total insured on this side cannot be known for some time, as much of it is under open policies. The steamer cost about £26 per ton, and was insured on the other side.

It is a noticeable fact that, notwithstanding the superiority claimed for iron steamers on the ground of their security from fires, a steamship of this description

of the Austria occurred on the 13th September—but a single day from the anniversary of the ill-fated Central America, which was lost September 12, 1857.

the est?" Johnson States Chief This	more time	Value of vessel
resident British	130	\$1,200,000
Arctic American	300	1,800,000
acific	240	2,000,000
an Franciscodo	160	400,000
lentral Americado	387	2,500,000
odependenedo	. 140	100,000
ankee Blade do	75	280,000
ity of Glasgow British	420	850,000
empestdo	. 150	300,000
younais French	160	280,000
ustriaGerman	533	850,000
Total	2,695	10,560,000
The President, Pacific, City of C	llasgow,	and Tempest

were never heard from ; the Arctic, San Francisco, and Central America foundered ; the Independence and Yan-kee Blade were wreeked, the Lyonnais was sunk by a col-

lision, and the Austria was burned.

The above losses are exclusive of those on lakes and rivers, and relate simply to ocean steamers, but involve an aggregate of life and property destroyed with which all others pale in the comparison.

SOUTHERN PACIFIC RAILROAD.

The Memphis Avalanche contains the proceedings of a convention of the stockholders of the Southern Pacific Bailroad, held in that city on the 2 ist instant, which meeting was largely attended. Among the resolutions passed was the following:

"Resolved, That, in our opinion, our road is the great

desideratum of the age; that it must be a long link in the great railway chain that must bind the Atlantic and Pacific oceans together across our continent; that our route is practical under all circumstances; that our means are ample and abundant to construct it; that it is uncuparationally and are alread investment, not only on account of its location, direction of route, termini, and connexions, but also on account of its intended endowments, so municipantly deneted, and reconvendenced by the State of but also on account of its intended endowments, so munificently donated, and money loaned by the State of Texas; that, engaged in a work so grand in its airy hopes and promises and remunerative in its returns, this convention cannot urge too strongly the most energetic prosecution of the work when the embarrassment that now besets the company shall have been removed; therefore, this convention does most heartily adopt the policy suggested and adopted by the late conventions of stockholders held at Louisville and Cincinnati, and approved by stockholders in other portions of the Union, and thus approving, this convention does hereby recommend to all stockholders in other portions of the Union, and thus approving, this convention does hereby recommend to all stockholders everywhere, and pledge this convention, to advance fifty cents on each share of five per cent. stock as a loan to said company to meet the present emergencies; and this convention now suggests and recommends that all stockholders living accessible to this city at an early day shall pay over to L. B. Kirtland the advances above specified, to be held by him as trustee, and to be paid over by him into the treasury of the company when a compromise of existing troubles shall be made; and if no compromise should be made, so that the deposit should not be called for, then the money to be refunded to the stockholders advancing it, respectively.

The affairs of the company are represented to be in a healthy condition, and the officers express themselves confident of the success of the enterprise.

OPERATIONS OF THE PATENT OFFICE.

List of Patents issued from the United States Patent Office for

A. Adams, of Sandwich, Ill.; for improvement in George C. Bunsen and Cyrus Roberts, of Belleville, III. or improvement in seeding machines.

John H. Cheever, of New York, N. Y.; for improve ment in machine belting.

William A. Clark, of Bethany, Conn.; for improve-

David Cockley, of Lancaster, Pa.; for improvement in oughs.
Richard H. Cole, of St. Louis, Mo.; for improvement in

naking nut blanks.

J. B. Creighton, of Tiffin, Ohio; for improvement in couches for railroad cars.

Samuel L. Denney, of Lancaster, Pa.; for improvement

in sugar mills.

George Focht, of Reading, Pa.; for improved attachment for tackle blocks.

Perry G. Gardiner, of New York, N. Y.; for improvement in tempering steel car springs.

J. P. Garret and Daniel Steckel, of Mercer county, Pa.;

for improvement in compound railroad axles.
Michael Gross and Feter H. Jackson, of New York;
N. Y.; for improvement in metallic frames for vault lights.
J. Holyland and J. C. Holyland, of Rochester, N. Y.;

for improved cracker machine.

George F. Jerome and Moses Jerome, of Mineola, NY.; for improvement in mowing machines.

Charles Kane, of New York, N. Y.; for improvement in combined cooking range and heating apparatus.

John Lewis, of Elizabeth, N. J.; for improved balance sail rig for ships. Patented in England September

1855.
Hamilton Lyon, of Cincinnati, Ohio; for improv method of heating ovens by steam. Elisha Matteson, of Troy, N. Y.; for improvement i

echanical powers.

David S. McNamara, of North Hossick, N. Y.; for imovement in harvesters.

Abel Minard, of New York, N. Y.; for improvement

in dredging machine. Hiram W. Moore, of Jersey city, N. J.; for improveent in east-iron car wheels.

Israel Moses, of New York, N. Y.; for improvement in mbulance wagon. John Moulson, of Philadelphia, Pa.; for improved key-

hole stop.
William Mulholland, of Brooklyn, N. Y.; for improve

James H. Nelson, of Oskaloosa, 10wa, 10k laptover machine for planing irrrgular surfaces.

William R. Nevins & Joseph J. Yates, of New York, N. Y.; for improvement in bread and cracker machines. Patented in England March 13, 1857.

William R. Nevins & Joseph J. Yates, of New York, N. Y.; for improvement in bakers' oven. Patented in

William R. Nevins & Joseph J. Tates, of New York, N. Y.; for improvement in bakers' oven. Patented in England March 13, 1857.

John B. Newbraugh, of St. Louis, Mo.; for improved machine for adding numbers.

James Norman & Aaron B. McLane, of West Dresden, James Norman & Aaron B. McLane, of West Dresden N. Y.; for improvement in machines for sawing marble

stone, &c.
William Palmer, of New York, N. Y.; for improve ment in revolving firearm.

Sanford Pratfield, of Ipswich, Mass.; for improvement

in India-rubber car springs.

Thomas William Poole, of Brunswick, Ohio; for improvement in cultivators.

Emuna T. Porter, of Washington, D. C.; for improved clothes-dryer.

William H. Racey, of St. Augustine, Fla.; for improve-

ment in lamps.

F. W. Robinson, of Richmond, Ind.; for improvement in riddles for threshing machines.

Samuel Samuels, of Brooklyn, N. Y.; for improvement in method of laying submarine telegraph cables.

B. B. Scofield, of Andover, Ill.; for improvement in

ploughs. Charles L. Spencer, of Providence, R. I.; for improve ment in railroad switches.

B. T. Trimmer, of Rochester, N. Y.; for improved

oven G. Warren, of New York, N. Y.; for improve-ment in method of laying submarine telegraph cables. Charles A. Young and Solomon W. Young, of Provi-dence, B. I.; for improved machine for making wire springs for furniture. Thomas L. Pye, of New York, N. Y.; for improvement

in locks.

George K. Farrington, of Xenia, Ohio, assignor to D. B.

Tiffany, of said Xenia; for improved churn.

James A. Dorman and Joseph E. Stearns, of Worcester, Mass., assignors to James A. Dorman aforesaid; for improved blind operator.

E. G. Gibson, of Owego, N. Y., assignor to H. G.

Finkham, of said Owego; for improved clothes-dryer. Frederic W. Howe, of Newark, N. J., assignor to the Newark Machine Company; for improvement in hangers

and boxes for shafting Henry L. Kendall and Homer P. Hunt, of Providence, L. I., assignors to the New England Screw Company of

wood screws.

Alexander Turner, of Franklin, Ind., assignor to himself, Redden Bess, and Hervey Sloane, of said Franklin; for improvement in seed drills.

Emanuel Wise, of Hannibal, Mo., assignor to himself and Charles L. Wood, of St. Louis, Mo.; for improved

REISSUES. James Crary, of Middleport, O., formerly of Kittaning, Pa.; for improved shingle machine. Dated November 24, 1857; reissued September 28, 1858. Roya E. House, of Binghamton, N. Y., formerly of

New York, N. Y.; for improvement in magnetic print-ing telegraph. Dated December 28, 1852; reissued Sep-

ing telegraph. Dated December 28, 1852; reissued September 28, 1858.

Daniel Lasher, of Brooklyn, N. Y.; for improvement in metallic packing for steam pistons. Dated June 30, 1857; reissued September 28, 1858.

ADDITIONAL IMPROVEMENTS.

Nathaniel Drake, of Newton, N. J.; for improve in corn planters. in corn planters. Fatented February 2, 1888; additional improvement, dated September 28, 1868.

J. Gunner, jr., of New York, N. Y.; for swing bolt for fastening shutters. Patented May 20, 1856; additional improvement, dated September 28, 1858.

Frederick D. Newburg, of Albany, N. Y.; for improvement in revolving fire-arm. Patented June 29, 1858; additional improvement, dated September 28, 1858.

1858; additional improvement, dated September 28,

THE CUREART CROP.—The following is an extract from

The CCHRANT CROF.—The following is an extract from a letter dated Zante, August 31, 1858:

"Throughout the month of August we have had beautiful, sunny, hot, dry weather, which has quite favored the gathering and drying of our currant crops, and little fruit now remains on the drying grounds in Greece or in the Islands. The weather continues quite fair, with every appearance of lasting, and in eight or ten days all the crops will be housed. The quality of the fruit generally is very good, particularly at Pratas, Vostizza, and a great part of Zante and Cephalonia. At Pratas there are several steamers waiting for cargoes. great part of Zante and Cephalonia. At Fratas there are several steamers waiting for cargoes. The principal mer-chants there had opened the price at \$35 to \$36, with purchases. The price here (in Zante) will also average at from \$30 to \$34. The estimate of the crops now is about as follows: All Greece, 60 to 65 millions: Zante, 9 mil-lions; Zante, 9 millions; Cephalonia, 10 to 12 millions."

A juvenile prodigy has just been discovered in New York in the person of a girl named Ella Virginia Burns, whose remarkable powers of reading and repeating from memory passages of poetry and prose astonish all who have heard her. The Tribunc, which has been favored York in the person of a girl named Ella Virginia maries, whose remarkable powers of reading and repeating from memory passages of poetry and prose astonish all who have heard her. The Tribune, which has been favored with a private interview with the wonderful girl, says: "The child is not quite four years old, exceedingly pretty, playful, and childlish; in short, in all things a child, except in her remarkable development of talent. Few persons of any age, and probably not another one in the world of her own, could read with the clearness of enunciation, and correctness of understanding and perfect application, and correctness of understanding and perfect application. world of her own, could read with the clearness of enunciation, and correctness of understanding and perfect apprehension of what she read, a piece of poetry which we opened upon accidentally in a scrap-book and handed to her, and which there is not one chance in a thousand of her ever having seen before. The only drawback to the satisfaction in listening to her is, the regret that one cannot help feeling that there should be any necessity of stimulating, or even permitting, the exercise of such rare faculties."

be allowed to take part in the proceedings and departs the Grand Lodge, except by a vote of the majority thereof."

The regular business of the session having been con pleted, the officers elect were installed, and the lodge as journed to meet again in the city of Baltimers on the half of the city of Baltimers on the half of the city of Baltimers on the lating, or even permitting, the exercise of such rare faculties."

A comparative statement of the area of the pr

isas Terr Besota gon shington h	da do		136,000 141,000 227,000 113,000 187,000	New Mexico Nebraska Mesitia Indian		7 210,000 210,000 210,000 78,000 78,000	1
Squar	n n	ilos			******	1,667,00	5

To these Dacotah is to be added, of the extent of which

The superficial area of the	present States is as follows
Square miles.	Square miles
Muine 30,000	Delaware 2,12
New Hampshire 9,260	Maryland 9,67
Massachusetts 7,800	Virginia 61,33
Rhode Island 1,300	North Carolina 45,00
Connecticut 4,674	South Carolina 24,50
Vermont 10,211	
New York 46,085	Alabama 60,72
Now Jerney 8,320	Florida 53.78
Pennsylvania 46,000	Louislana
Obio 39,964	Arkansas 52.15
Indiana	Mississippt 67,38
Illinois 55,405	Missouri
Wisconsin 53,924	Tennessee 45,60
Michigan 50,243	Kentucky 37,68
lowa 50,914	Texas 287,3:
California	CARRIED TO THE THE STREET
Constitution of the same of th	A STATE OF THE PARTY OF THE PAR
623,190	838,83
The same of the sa	622,10

It is seen that the area of Kanzas is nineteen thousand square miles greater than that of all New England, New York, and New Jersey; and that the area of Nebraska is ninety-five thousand miles greater than that of all the non-slaveholding States except California. Oregon is nearly equal in extent to all New England, New York, Pennsylvania, Ohio, and Indiana. It is possible that New Mexico and Mesilla will be embraced in one territorial organization by Congress at the present session, containing 288,000 square miles—exceeding all New England, New York, Pennsylvania, Ohio, Indiana, and Illinois. Washington exceeds in extent all New England and New York.

1,461,010

THE GROWTH OF NEW YORK

From an interesting article in the Courier and Enquirer we extract the following tables showing the growth of the city during the past sixty years, and that of forty years hence, estimated upon even a less rate of increase.

the district	2100 2100 21	THE RESIDENCE OF THE PARTY OF T	yearly
Years.	Population.	increase	per cent
1890	33,131	THE PERSON NAMED IN	Northy
1800	60,489	8.29)	
1810		5.93	CALLED .
1820	123,706	2.88	7.504
1830	197,112	5.93	Average
1840		5.86	5.69
1850	551,547	6.49	isirist.
1860	744,073	4.43	William
1870	1,116,110	1	
1880	1,674,165	AH2 - 800	SHOE AT
1890	2,511,247	Chief Park Total	Average 5.00
1900	3,766,860	danimar	5.00
. The foregoing ta	ble, however, on	ly shows t	he growth

The foregoing table, however, only shows the growth of the city proper. If we were to include the suburbs, as it is done in the census of any other city, we should have to double the population to represent the actual probable number making up New York city. If we include Brooklyn as one single suburb, and compare the growth with London, we shall have the following exhibit:

Comparative Population of London and New York.

	London and	New York
	suburbs.	and Brooklyn.
1800	958,863	63,165
1810		101,573
1820		131,811
1830	1,654,994	214,126
1840	1,948,417	348,943
1850	2,363,236	612,385
1860	2,891,276	1,004,123
1900	4,579,731	4,626,860

This table shows that if the rates of increase of population since 1800 are extended to 1900, New York will have nearly five millions of people, and a greater number than London. In New York, however, we only include Brooklyn, while the census of London includes nearly twenty as distant cities to that place as Yonkers, Harlem, and the other adjacent towns to New York.

GRAND LODGE U. S., I. O. OF O. F.

This body, which has been recently holding its annual session in the city of Baltimore, adjourned last week after transacting a large amount of business.

The special committee to whom was referred the revision and mergement of the subordinate and encampment work, reported that under existing circumstances it is impracticable.

The election of officers for the ensuing term resulted as follows:

P. G. M. Samuel Creighead, of Ohio, was elected M. W. Grand Sire on the fourth ballot.

P. G. M. Ed. H. Fitshugh, of Virginia, was elected R.

V. D. G. Sire. P. G. M. James L. Ridgely, of Maryland, R. W. G. C.

and R. Secretary.

M. W. G. M. Joshua Vansant, of Maryland, R. W. G. Treasurer.

The committee on the state of the order were req

ed to consider and report upon the propriety of establishing a form to be used in the dedicating of Odd-Fellowshalls. halls.

The B. W. G. Treasurer, Hon, Joshua Vansant, sub-mitted his annual report. The receipts proper for the year amount to the sum of \$16,913 72, which shows a

mitted his annual report. The receipts proper for the year amount to the sum of \$16,913 72, which shows a science as in the annual revenue (notwithstanding the advance of fifty per cent. in the representative tax) as compared with the year ending September 22, 1857, of \$660 88. The expenses for the year, however, have been less than in the year preceding, the cash balance being now \$10,433 56, while that of the year ending September, 1857, was \$10,413 24. Estimating that the sum of \$11,500 will be required to pay the mileage and per diem of the Grand Representatives in attendance at the present session, there will be needed for that purpose \$1,086 76 more than the amount now in the treasury. The printing of the daily and the revised journal of the present session will require \$2,000 more. All of these expenses will mature and should be paid before the 1st of December of the current year, and inasmuch as a very small part of the revenue of the year will be received in advance of that period, it will become necessary to negotiate a lean of about \$2,500, by issuing the promissory notes of the Grand Lodge for that amount, to be discounted from time to time as the wants of the Grand Lodge may suggest. Last year it was obliged to use its credit in that form at different periods to the amount of \$3,250.

in that form at different periods to the amount of \$50,250.

A considerable time was spent in instruction in the secret or unwritten work of the order.

Concerning the interchange of civilities between subordinate lodges or encampments, the legislative committee reported that although it would be highly desirable to render the intercourse between subordinate bodies more frequent than it now is, the method proposed would require an alteration of the secret work of the order.

Relating to the expediency of providing new legislation, to permit encampment members to retain their

tion, to permit encompanent members to retain their membership in that branch of the order after having honorably withdrawn from the subordinate lodge, the legislative committee reported that such legislation is in-